

Speeding Emphasis Area Team Report
Thursday, March 30, 2017, 2:00p.m.

Follow Up Commitments

Commitment	Responsible Person	Due Date
Locate Australian study on benefits of driving with trained instructor	Robert Wunderlich	

Participants

Name	Agency/Organization
Larry Krantz, Team Leader	TxDOT - TRF
Jay Crossley	Vision Zero ATX
Kevin Kroll	North Central TX Council of Governments
Darren McDaniel	TxDOT
Rebecca Pacini	City of San Antonio - TCI
Brent Smith	San Antonio Police Department
Bill Stockton	Texas A&M Transportation Institute
Eva Shipp	Texas A&M Transportation Institute
Stacey Schrank	Texas A&M Transportation Institute
Robert Wunderlich	Texas A&M Transportation Institute
Srinivas Geedipally	Texas A&M Transportation Institute

Strategy #1: Use the concept of establishing target speed limit and road characteristics to reduce speeding

Countermeasures and Programs

- Encourage use of target speeds for arterial, collector and local roadways and alternatives to using 85th percentile speed as the criteria for speed limits.
 - Encourage use of target speeds with pedestrian, land use and roadway context, including options for target speeds of 35 MPH or less on arterials and the evaluation of existing speed limits to appropriate target speeds.
 - Provide design flexibility guidance for techniques to reduce operating speeds on surface streets (which may include lanes narrower than 12 ft., medians, street furniture, trees, building setbacks, etc.)
 - Encourage use of tree lined medians, bicycle lanes, safe and attractive pedestrian crossings and walkways in achieving target speeds.
 - Encourage concept of changing designation of roadway space (eliminating lanes, providing turn lanes, medians, and bike lanes, and road diets in achieving target speeds
- Design new roadways for a target speed appropriate for the adjacent environment rather than for a design speed intended to maximize potential speed of vehicle and vehicular capacity.
- Use traffic calming, re-designation of road space (road diets) or other redesign for roads with speeding crash problems

Strategy #2: Reduce speed-related fatalities and serious injuries by targeting over-represented features and characteristics, such as highway type, speed limit, ADT, age, and driver demographics

Countermeasures and Programs

- Analyze jurisdictional data to better understand location and characteristics of speeding crashes
- Educate public on:
 - Difference between posted speed limit, design speed, and safe driving speed
 - Speed (likelihood of causing a fatality, stopping distance, reduced sight distance)

Strategy #3: Educate law enforcement on contributing crash factors to improve crash data collection

Countermeasures and Programs

- Educate law enforcement on the use of crash data and the need for accurate information

- Encourage periodic training for officers on crash reporting
- Better define contributing factors in instructions to law enforcement officers
- Highlight difference between failure to control speed and speeding over the limit
- Ensure different disciplines know the difference in speeding related contributing factors and association with statute when analyzing crash data
- Encourage electronic submission of CR-3 and citations, with features to ensure all fields filled out
- Explore ways, considering law enforcement input, to add estimated speed of vehicles to crash reports (including when vehicles are traveling at or below speed limit)

Strategy #4: Leverage data to improve engineering, education and deployment

Countermeasures and Programs

- Develop a resource center for assisting law enforcement agencies to do data driven development. Include high crash (especially injury and fatality) mapping, mapping contributing factors (combine with resource countermeasure)
- Train and encourage law enforcement agencies to make effective use of data during patrol
- Require that STEP grant funded enforcement be data driven
- Produce a report on the potential crash, death, and serious injury reduction of shifting all surface streets in urban districts under TXDOT control at lower operating speed, including feeder/frontage roads.
- Use strategies to implement temporary demonstration safe design speed projects in a variety of different settings. This could include involving neighborhoods in community-based traffic calming.
- Partner with school children to implement safe streets projects across the state, while also providing the students with intimate knowledge of the crisis of traffic deaths and the potential solutions, likely modifying future behavior and decisions

Strategy #5: Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities)

Countermeasures and Programs

- Develop a best practices guide for speed enforcement technique
- Pilot program to test the effectiveness of automated speed enforcement
- Explore effectiveness of Dynamic Display Speed Devices/speed feedback

Strategy #6: Improve the effectiveness of educational techniques, tools and strategies for speeding. (Target specific age groups.)

Countermeasures and Programs

- Include speeding prevention in TDS app development
- Document benefits of training with a certified instructor
- Redesign ticket dismissal courses and drivers education courses to improve driver behavior
- Develop simulators to simulate what happens when speeding increases
- Disseminate information from cities pursuing Vision Zero, e.g. 20 mph vs. 40 mph crash outcomes
- Revisit parent-taught program design

Next Steps

Additional Resources

- Existing & Emerging Practices for Addressing Speed Limits
<http://www.austintexas.gov/edims/document.cfm?id=267599>
- StreetsBlog
<http://tex.streetsblog.org/2016/12/22/austin-city-council-votes-for-safer-street-designs-and-speed-limits/>

Upcoming Meeting Dates

The next meeting will be scheduled for May 2017 based on result from doodle poll.

This meeting will accomplish at least four purposes:

1. Review, revise, and finalize the SHSP speeding strategies and countermeasures;
2. Review and discuss the SHSP goals established by the Executive Committee;
3. Set goals/targets for the speeding emphasis area; and
4. Identify an additional meeting date in June to discuss suggestions and recommendations from the 2017 Texas Traffic Safety Conference.